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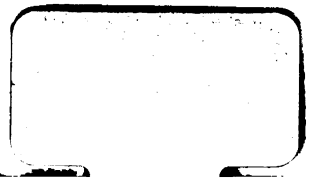

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A MANILA WINDOW

MANILA

THE PEARL OF THE ORIENT

GUIDE BOOK

TO THE INTENDING VISITOR

PUBLISHED BY
THE MANILA MERCHANTS' ASSOCIATION
MANILA, PHILIPPINE ISLANDS

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INTRODUCTION

COLUMBUS, saluted across the centuries by Carlyle in a famous passage as "Brave sea captain, Norse sea king, Columbus my hero, royalist sea king of all," while he failed in his enterprise to discover a new route to the East Indies, did something even greater in his discovery of America. Nor can it be said that he really failed in his endeavor to find the Philippines, or such other islands of the Indies as his imagination pictured would burst in splendor upon his vision after long and weary days across a heaving, endless, sun-scorched sea. From the land which his heroic faith gave to a civilized world, strong sons have arisen whose sail track the ocean toward those shores to which his spirit yearned, and across the deep the two are now as one. Thus, while to Magellan must be given the credit for the first discovery of the Philippines, in a peculiar manner it may be said that to Columbus is due their rediscovery. And, by a strange ruling of Fate, the land to which he gave birth has now fallen heir, by the fortunes of war, to the oriental jewel in the crown of that country which served as foster mother to his proud conquests by discovery.

Hernandez Magellan, who is known as the discoverer of the Philippines, was spurred by the failure of Columbus to find the long-sought-for western route to the East Indies, and realized what Columbus aspired to. Passing through the straits north of Cape Horn which now bear his name, and emerging into the broad Pacific, he sailed northwest until finally the fronded palms and sandy shores of the

Antilles of the East broke upon his vision and rewarded his dauntless faith and strong courage.

All honor to him who found this beautiful spot; more the honor to them who held it; praise to those who now appear as the assigns of the sires who introduced civilization and religion as attendant factors in the consummation of their desire to raise a child people to man's estate.

But these factors are but the subject of a flitting thought in this material world of to-day. "Unsight, unseen," is a mythical condition of aforetime. The traveler of to-day is a sight seeker. Man has made much of interesting history in providing him with Philippine attractions. Odd to look upon, many of the attractive features of to-day take an added interest when the tales they hold are known aforehand.

The Orient is visited every year by thousands of tourists, but few of them avail themselves of the opportunity of seeing the countless beauties of these sun-kissed isles or the wondrous treasures, the picturesque spots, and the historical monuments with which Manila, the capital of the farthest eastern possession of the United States, is so liberally endowed. The reason is that so few people know anything about the country. Many of them are in the position of Dooley's friend Hennessy—"they hardly know whether the Philippines are islands or canned goods."

With the idea of attracting visitors from all over the world to our shores, that they may, while enjoying the beauties of our scenery, beholding our monuments and quaint old relics, coming in contact with oriental life in a veritable Dreamland, also come to realize the wonderful richness of the country, its vast undeveloped resources, and the opportunities for profitable investment, the Manila Merchants' Association submits this volume to the public as being in a measure descriptive of Manila, "The Pearl of the Orient."

MANILA

THE PEARL OF THE ORIENT

MANILA is the most interesting city in the Orient. Within its moss-covered walls, hoary with the scars of centuries, are contained a priceless collection of objects of high historic value, beautiful shrines, and age-defying temples—things which the tourist in his search for the strangely new, strangely old, will discover in no other part of the world.

Manila Bay.

Entering Manila Bay, the ship plows steadily past the Island of Corregidor, standing like a grim sentinel guarding the narrow entrance, and after steaming thirty miles through the blue waters of the bay anchors behind the newly built breakwater in front of the Luneta. The harbor has been extensively improved since American occupation. An inner basin has been constructed in which the largest ships of the world can anchor with safety, and a number of wharves are being built at which these vessels can come alongside and receive and discharge cargo. When the port works are completed Manila will have the finest and safest harbor in the Far East, and will be, because of her geographical position—

Manila Bay.

at the very doorway of Asia, midway between the rich, newly opening territories of north China and the thickly populated possessions of England in India—the most important seaport in the Orient.

Cavite.

The trip up the bay introduces some interesting sights. The Bataan Mountains loom up on the left, forming a gigantic barrier between the bay and sea, and to the right, low lying, is the naval town of Cavite. It was in and about these waters that on May 1, 1898, Admiral Dewey and his fleet introduced the United States on the oriental stage, where for years to come it will play a leading part in the great drama of the Far East. "You may fire when ready, Gridley," was the order which for all time shattered the hopes of Spain for oriental power, and with the sinking of her war ships a rule of more than three hundred years passed away.

The Harbor.

Continuing up the bay Manila is brought into closer view, and the domes and towers of the tree-embowered city contrast their subdued colors with the vivid green of a luxuriant tropical foliage. The first view is charming, and as the picture unfolds to the eye, disclosing vistas of tree-shaded drives, walls and buildings medieval in architecture, a harbor crowded with shipping, and the swarms of harbor and river craft with their motley, picturesque crews, "The Pearl of the Orient" seems to be a name justly applied to the capital of America's new possessions.

THE AYUNTAMIENTO, WALLED CITY

SENTRY AND CELL IN OLD WALL

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PASIG RIVER BELOW BRIDGE OF SPAIN

EAST END OF ESCOLTA, SHOWING SANTA CRUZ CHURCH

The East and West.

Manila is a city of contrasts. It is of the East, yet the young and vigorous West seems to have discovered in it a country in which great changes are to be wrought. The American found conditions of "Long years ago in old Madrid," and the quietness and dreaminess of the old town made him uneasy. To-day the bustle of New York and Chicago are to be found contrasting strangely with the slow, sleepy existence of an Old World. Electric cars rush through streets that for centuries had been traversed by no swifter traffic than the slow, ambling carabao or the jogging native pony. It is the old and the new, hand in hand.

The descendants of the first conquerors and discoverers have been superseded by another race, their children, in a way, inasmuch as through an adopted child, Columbus, the land from which the new race came was discovered. And this mixture of the West with the East lends to the place a charm indefinable.

A Glimpse Into the Past.

As one permits his thoughts to wander back through the dim four centuries past, what stirring scenes pass in review before him! First came the daring Magellan, when in the month of March, 1521, he and his bearded men made land near the coast of Surigao. Kneeling on the sand they gave thanks to God, and a warrior friar conducted the first mass before the awe-stricken natives. Then followed the stirring adventures of the little band on the Island of Mactan, near Cebu, and the death of their redoubtable leader in a trifling tribal war. Fifty years later the youthful Salcedo and De Goiti with their

A Glimpse Into the Past.

fifteen paraos worked their way slowly up the bay to the present site of Manila. Then came a treacherous attack by Rajah Soliman, the grim results being marked by a beach strewn with dead and a village in ashes.

Legaspi and Urdaneta.

Then came the laying out of the city, much as it is to-day, the erection of a wooden fort at Santiago, and the ferocious attack by the old Chinese pirate, Li-ma-hong, with his sixty ships and 4,000 warriors. Hard and grim was war in those days, when fighting was done at close range and mercy unknown. It was bullet, arrow, sword, and deadly stinkpot, and the little garrison was saved only when the Chinese horde fled just at the moment when its victory was assured.

Foreign Invaders.

For years and years the continuous raids of the terrible Moro pirates were a constant menace, and the frequent uprisings and massacres among the natives and Chinese gave cause for constant alarm. The square-built war ships of the Dutch were constantly on the watch for the outgoing and incoming treasure galleons of Spain, and the sea was fraught with danger awaiting the merchant marine. Through all these exciting times the work of building a lasting city with walls that would insure its safety went untiringly on. Then there came a day in September, 1762, when, just before sundown, thirteen ships, flying the flag of England, dropped anchor in Cavite Harbor. What consternation must have followed when it was learned that war had been declared between Great Britain and Spain and that immediate surrender

Foreign Invaders.

of the city was demanded! The "No surrender" reply of the small garrison of 600 men and the terrible siege that followed by the 6,000 British made bloody days about old Manila. The walls were breached and a last desperate stand made at Fort Santiago. This was of no avail; the Spaniards were compelled to surrender and the city was given over to sack. For a year and a half Manila was held by the British; then came peace with the payment of an indemnity, and the banner of Castile again floated over the ramparts of the city.

Since then there have been times during the last century when the Filipinos themselves have arisen against their masters, and, in a feeble way, sought to break the chains binding them to Spain. But none of these revolutions proved successful. A succession of these petty revolts happened from time to time until 1898, when the fortunes of war relieved Spain of her Far Eastern possessions and placed the destinies of the Philippines in the hands of the United States.

The City.

Manila is divided by the Pasig River into the north and the south sides; on the south bank are the old Walled City and the districts of Ermita, Malate, and Paco, while on the north side are the Escolta, the principal business section, and the districts of Binondo, San Nicolas, Tondo, Santa Cruz, Quiapo, and Sampaloc. The Escolta is the main business artery of Manila, and on it are located the chief business houses of the city. The junction of the Escolta and the Bridge of Spain is the principal business center, and at this point cars may be taken for nearly any part of the city or suburbs.

Bridges.

Traffic finds means of crossing the Pasig River by four different bridges. The handsome and massive Bridge of Spain, which leads from the Escolta on the north side to the Paseo de Magallanes on the south side, is the one which receives the bulk of the city's great traffic, and thousands of people of all creeds and nationalities daily crowd its broad roadway going to and from their homes.

THE BRIDGE OF SPAIN.—Aside from its practical uses, the Bridge of Spain is one of the three oldest structures within the confines of the city, and stands to-day a strong and picturesque monument to the ability and engineering skill of the early Spanish engineers. Its massive arches of stone supporting a paved roadway have withstood the floods and typhoons of nearly three centuries, and their pleasing lines and soft coloring blend delightfully with the verdure-garbed walls of the old city. Earthquakes have conspired against it, but only one, that of 1863, with success. Then the two middle spans gave way, and for twelve years the inhabitants of Manila crossed on a pontoon structure laid athwart the river from the Magallanes Monument to Calle Rosario. The original bridge itself was reared on pontoons, but in 1630 Governor Niño de Tabora replaced it with the present erection, and so well did he build that the years of constant traffic have failed to impair its strength or usefulness. Since American occupation the roadway has twice been widened to accommodate the increased traffic.

SANTA CRUZ BRIDGE.—The new Santa Cruz Bridge grew out of the demands for another central place for crossing the Pasig, and its construction has greatly relieved the congestion of traffic which a few years since

Bridges.

was a source of annoyance and frequent danger in the crowded Escolta. It is the work of American engineers, and was completed in 1902.

Above the Santa Cruz Bridge the river is crossed first by a suspension bridge, the property of individuals who derive a revenue from it by charging a small toll for crossings; and still farther up by the Ayala Bridge, a new viaduct, which was recently completed to replace the old crooked, complicated structure of early days.

The numerous esteros throughout the city are crossed at various points by more than fifty small bridges, most of these having been built under the Spanish régime. They are usually of solid stone and of a substantial nature.

SAN JUAN BRIDGE.—Of more than passing interest to the traveler or resident is the bridge of San Juan at the end of the Santa Mesa car line. It was near this place—very new, historically, it is true—that the first shot of the Philippine insurrection was fired on the night of February 4, 1898. The opening of the conflict between the insurgent and American forces, a conflict which was to extend for many months, has been widely described. It was across the old stone bridge of San Juan that the bullets first sped on their deadly mission. For some time previous to the opening of the San Juan fight, relations between the two forces were anything but satisfactory. The sentries of both armies occupied positions at opposite ends of the bridge, and on the evening mentioned an intoxicated officer of the insurgent forces drew the fire of the American sentry. This was at once returned, and the Philippine insurrection was on.

How to Get About Manila.

There are four methods which may be employed in getting about the city. Conveyances may be hired from the many livery stables at a price of from one peso and a half to four pesos per hour. The lower price secures a two-wheeled calesa, rubber tired, with one horse; for the higher price one may have a rubber-tired victoria or some other four-wheeled rig. This of course includes a driver, and such employees as are furnished by the stables are, as a rule, fairly intelligent and speak English to some extent. Automobiles are also rented out by some of the livery stables at prices averaging about six pesos per hour.

A second way will be found in employing a public rig, either carromata or victoria. Such conveyances are numerous. For the former the rate of charge is forty centavos for the first hour and thirty centavos for each succeeding hour. For the public victoria the rate is eighty centavos for the first hour and fifty centavos for each succeeding hour. These rates are established by municipal ordinance.

The third way is by electric street railway, which is in operation throughout the different parts of the city and its environments. The service is good, and a tariff of twelve centavos is charged for a first-class fare, while ten centavos is charged for a second-class fare.

The fourth way is that of walking. This, however, is a method not popular in the Philippine Islands, except in the early morning or in the evening, and other means of transportation are to be advised. There are parts of the city—Intramuros, for instance—where the distances between interesting points are short and walking will be found entertaining and profitable.

Intramuros.

With the walls of Intramuros is associated the entire history of the Philippine Islands, and legend and story are wrought with the very stones. Shot and shell have shrieked over these bastions, and deeds of lust and blood have been enacted behind these gateways.

The initial work on the walls was done in the year 1591, but not until 1872 was the task of construction completed. Thousands upon thousands of human lives were sacrificed in the labor of rearing them, and millions of treasure were expended ere they were brought to their present condition of strength and beauty. The first work was done on the walls of old Fort Santiago, and forms a part of the present-day structure. The materials used in construction were volcanic tufa, earth, stone, and tiles, and the thickness varies from a yard to forty feet. Twice before American occupation were the old walls assaulted; first, a powerful force of Chinese traders made a stubborn attack in 1603 and met with repulse and disaster. Again in 1762 the English led an attack on the city which was successful; this led to a brief occupation of the city by their forces.

The walls until 1905 were surrounded by a moat of considerable depth, but on account of its insanitary condition this was then filled in by the Government. The task was accomplished by utilizing the silt and earth removed in dredging for the new harbor improvements. Built in these walls are numerous rooms and chambers which in days past were used as cells for prisoners when needed. In the early days of American occupation, in some of these cells were found collections of instruments of torture, and human bones buried away left suggestions

Intramuros.

of mystery and death which will ever remain a part of the unwritten history of the Philippines.

FORT SANTIAGO.—At the northwest corner of Intramuros stands Fort Santiago. This, indeed, is the most interesting structure to be found in the Archipelago. In 1571 the present site was occupied by a rude, primitive palisade of logs, built as an early protection against the ever-warlike Moros and the uncivilized savages. These were exciting days indeed, and out of the pressing needs of the times grew the present battered and scarred walls of Santiago. It was in 1590 that Santiago de Vera, then governor of the Islands, caused the first stones of the walls to be laid, and under his successor, Governor Dasmariñas, the fort was completed. The inner quadrangle was the court of the military government of Spain and the most secure spot in the Philippines.

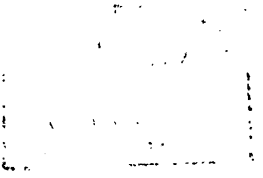
The old and useless guns which for so many years had frowned upon friend and foe alike have now been dismantled and found their way into the junk pile and melting pot of the iron manufacturer. The threatening appearance of the old pile has disappeared, and in the present time of peace the inclosure and buildings are utilized as military offices for the headquarters of the Philippines Division of the United States Army.

CITY GATES.—The walls of Intramuros were originally pierced for seven gates. Since American occupation this number has been increased by four new openings. In connection with the old gates, attention is invited to the following:

The Parian entrance bears the date 1782, with the

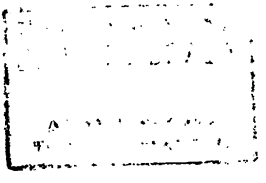
THE ESCOLTA, MANILA'S MAIN THOROUGHFARE

BRIDGE OF SPAIN



FORT SANTIAGO IN SPANISH DAYS

FORT SANTIAGO AND ANDA MONUMENT TO-DAY



Intramuros.

inscription "Puerta del Parian;" the Santa Lucia Gate carries over its portals the date 1781 and an elaborate inscription, while the Real Gate, completed one year previous, bears an inscription commemorating King Charles of Spain and José de Basco, governor and captain-general of the Philippine Islands.

At the time of construction these gates were for practical uses, and were closed every night to guard against possible attack. The ancient gear and machinery for lowering and raising the massive portals have long been in disuse, but are still to be seen lying about the different entrances.

CHURCHES.—Manila is a city of churches. Rich in history and architecture, the large majority of these will be found within the walls of the old city. The distance separating them is limited, and all are within easy walking distance of any of the gates. Much time may profitably be spent in examining their beauties and treasures, and to the student especially they present a most fascinating and interesting field of research.

The oldest church to be found in the city stands at the corner of Calles Palacio and Real. Here the Order of San Agustin dedicated its first building in Spain's new possessions on the 24th of June, 1571. Some two years later this building was completely destroyed by fire, and the present building arose from the ruins. This huge work was undertaken in 1599, and the structure was reared under the direction of Juan Marcias and the famous lay brother, Antonio Herrera, a son of the Spanish architect of the Escurial. The strength of its

Intramuros.

massive walls is attested by the fact that they have withstood all great earthquake shocks which have proved the ruin of so many fine buildings in times past. Within this church lie the remains of the celebrated discoverers, Salcedo and Legaspi, whose daring genius and indomitable wills wrought much of Spain's early history in these Islands.

Next in point of antiquity among the churches is probably that of the Recoletos. This building, completed early in the seventeenth century, stands at the south end of Calle Cabildo. The striking feature of this church is found in the great corner tower, a work of wonderful symmetrical beauty and massive strength.

Of all the churches of the Philippines, the Cathedral is undoubtedly the most famous shrine. It stands between Calles Cabildo and Palacio and fronts on Plaza McKinley. The present building is about a quarter of a century old, being the successor of no less than four cathedrals, all of which were destroyed by fire. The architecture is Byzantine. It has nine entrances, three large chapels, and the choir and organ are situated in the middle of the nave. Seven years were taken in completing the present building.

While externally not so imposing as many of its companions, the Church of St. Ignatius, on Calle Arzobispo, presents much that is beautiful. An exterior strikingly modern in design and execution and destitute of architectural comeliness is more than atoned for by the interior work of decoration, which is indeed graceful and can not fail to charm the beholder. The scheme is wrought

Intramuros.

in carved molave and the design and finish of the work are of the highest artistic merit. Particular attention is called to the beautifully carved pulpit, all native handiwork. This cost more than five thousand pesos in the old Spanish days, when labor was cheap. An American priest is usually in attendance and ready to extend every courtesy to the visitor.

The Santo Domingo Church, a stately Gothic structure, is well worth visiting, even if one beholds nothing but its beautifully carved doors. The interior is a place where the visitor can not fail to be impressed with the religious atmosphere—that mystic something which seems to hover about the saintly edifice. Its sacristy contains many objects of beauty and interest, and the mellow tinge of time lends a halo to the whole pile.

The convents of Manila attached to the churches are treasure houses of century-old relics, for whose possession the antiquarian would almost sell his birthright. Old volumes of the middle ages and paintings almost obliterated by time decorate the walls of these monasteries, and in looking upon them one seems to be transported back into the misty past of which they are silent witnesses.

THE AYUNTAMIENTO.—Before leaving the Walled City one should not fail to visit the Ayuntamiento, which contains the offices of the Governor-General, the Philippine Commissioners, and the Philippine Assembly. This beautiful building faces on Plaza McKinley and is opposite the Cathedral. Formerly the Ayuntamiento was occupied by the Spanish governor-general and was the

Intramuros.

center of the old régime. The building extends over a block of ground, and within it will be found the great marble hall, wherein notables from all over the world have at times been entertained, and where the first Philippine Assembly now holds its sessions.

Leaving the Walled City by way of one of the western gates the sightseer arrives on the Malecon Drive, where, turning to the north, a short drive brings him to the Pasig River and the Anda Monument. Returning, he continues along the drive and the western walls of the city and in a few minutes arrives at the Luneta.

Extramuros.

THE LUNETA.—To the Luneta in the early evening all Manila goes. Here after the heat of the day, as evening draws on, gather all classes and conditions to enjoy the sea breezes and listen to the music discoursed by the Constabulary Band, one of the finest musical organizations in the world.

The oval drive, inclosing two band stands surrounded by a velvety lawn, is thronged at this hour with thousands of conveyances of all descriptions, and the park is plentifully sprinkled with people of all ages and garb. Here under the brilliant electric lights will be found assembled a purely cosmopolitan crowd. There seems to be no country or race in the world without representatives, and with the Oriental especially the peculiarities of their home customs in dress are usually observed.

Situated between the Walled City on the north and

Extramuros.

Ermita on the south, the Luneta extends along the bay shore between these two points and overlooks the entrance to Manila Harbor far away to the west. As the sun declines, bringing into strong relief the Island of Corregidor, the sleeping watchdog of the bay, and gorgeously coloring the Bataan Mountains between the city and the sea, the coming darkness brings into view the flashing lights of Cavite and the dimmer signals of the harbor shipping. The sight is one not soon to be forgotten; it is many sunsets wrapped into one, and the result is perfection, or as nearly so as may be found in any land. The beauty of the Italian sunsets has been sung in prose and verse; but not in Italy nor in any other land are the glorious tints, the cloud effects, more beautiful than in Manila at the evening hour.

Not alone will the Luneta be remembered as a "care-free" spot. Here it was a few short years since that with startling frequency the morning sun would greet a firing squad of soldiers carefully guarding its quota of prisoners. These would be lined up with their backs toward the beach and fronting a line of loaded rifles. The dropping of a handkerchief, the hoarse roar of firearms, and debts, political and otherwise, had been collected at the price of the offender's life. Here it was that the Filipino patriot, Rizal, was executed on the morning of December 30, 1896, and each year his compatriots gather on that day and place to do honor to his memory. It is a hallowed spot to the Filipino people, and it is soon to be marked by an imposing monument of their martyr.

Extramuros.

From the Luneta the return is made by way of the Bagumbayan Drive, and this brings one past the Government Printing Office, the Municipal Building, the Government Cold Storage and Ice Plant, and the Botanical Gardens.

THE BOTANICAL GARDENS.—One of the charming spots of Manila is the Botanical Gardens. Occupying a tract about ten acres in extent and fronting on the Bagumbayan Drive, the Gardens afford a delightful place for rest and recreation, and are highly enjoyed by all classes. The grounds on which the gardens are located were presented to the city by Sebastian Vidal for the establishment of a public park, and under his direction the place was first laid out and the work of beautifying the grounds entered upon.

Since American occupation extensive improvements have been made, and to-day the Botanical Gardens present a profusion of tropical flora, valuable plants and trees collected from all parts of the world, and beautiful walks and drives which well repay a quiet saunter through them. Monday evenings the gardens are generally crowded, as the Constabulary Band plays there instead of at the Luneta.

The zoo department has been in existence but a brief period, yet it offers to the visitor rather an extensive collection of native wild animals and birds, as well as a number of specimens from different countries. Additions are constantly being made to it, and the collection is rapidly assuming added zoölogical importance.

MANILA MARKETS.—The public market system of

Extramuros.

Manila embraces some eight modern market places, all of which are under control of the city. These buildings are constructed along the latest lines, and are an important and interesting part of the metropolis to visit.

To strangers the Divisoria Market, located on Plaza Mercado, Tondo, will undoubtedly prove of the most interest. It is well worth inspection. The market itself is one which for floor area is not surpassed by any market in the world, and at no other place in the Philippine Islands can the native life be seen in so many varied forms. Business in the market commences at a very early hour in the morning, and long before daylight the estero and streets leading to the big trade depot are crowded with a rushing, shouting mass, bringing their wares which are to be offered for sale during the day. Within the big market place everything that the Filipino may want or need can be purchased. From cheap jewelry to dried fish everything is offered in abundance, while elaborate displays of fresh food stuffs and fruits invite the appetite and tempt the pocket.

The native Filipino buys, as a rule, only sufficient food for his immediate wants, and marketing with him is a daily occurrence. To hear the noise attending the chaffering between seller and purchaser, one would think it a most serious affair. No buyer dreams for a moment of paying the amount asked for an article, and the sound of thousands of these purchasers driving their bargains resolves itself into a perfect babel of noise, which at times seems to argue for a settlement with fists rather than by words.

Extràmuros.

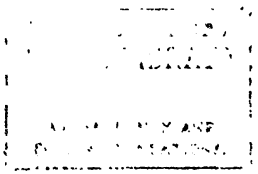
The best time to make a tour of the markets is early in the forenoon. At that time business will be found in full sway. A knowledge of the products of the Islands in the way of food stuffs can thus be acquired, and the great variety of such products displayed will certainly be astonishing.

Other markets are located as follows: Anda Market, corner Calles Anda and Solana, Intramuros; Arranque Market, corner Calles Paz and Arranque, Santa Cruz; Herran Market, Calle Herran, Malate; Quinta Market, foot of Suspension Bridge, Quiapo; Santa Ana Market, Plazuela, Santa Ana; and Pandacan Market, Pandacan.

MANUFACTURE OF CIGARS.—The most absorbing item of manufacturing interest in Manila is offered by the preparing of tobacco in its various forms for everyday consumption. Thousands of men, women, and children find occupation from early life in the handling and preparing of the weed narcotic, and the sight of the interior of one of these hives of industry will amply repay anyone for the time spent in such a visit.

The almost human cigarette machine, the hundreds of employees, representing all ages of life, busy from early morn till late in the evening in the rush to satisfy the demand for the product of the Philippines in the way of smoking material, is a sight not soon to be forgotten. The manufacture of both cigars and cigarettes is a work of specialization, and the deftness shown by the workers in the different departments is, in many instances, nothing short of marvelous. The department into which one enters as a child is frequently that in which he finds

SAN SEBASTIAN. THE STEEL CHURCH
EPISCOPAL CATHEDRAL



SANTA LUCIA GATE, WALLED CITY

PARIAN GATE, WALLED CITY

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Extramuros.

himself at the end of his existence. Such incessant application develops an accuracy and facility that is not surpassed in any other branch of labor.

A great number of factories, fully equipped with the finest and most up-to-date machinery, are situated within a few blocks of the heart of the city. They are easily reached by electric line or carriage. Visitors can readily secure permission to enter and inspect the workings of practically all of these places and are met with kindly and cordial treatment by the heads of the different departments.

River Life.—No small number of people in Manila go to make up the river population. Between fifteen and twenty thousand persons of different ages find their permanent homes on floating craft of different designs, known as cascos, lorchas, and bancas. While it goes without saying that the accommodations are not at all times elegant or commodious, it is quite safe to presume that contentment is as common among the people of the river and esteros as it is among their brethren of the shore. On board these craft persons are born, live, mature, marry, and die with no more fixed place of abode than is found on the bosom of the waters, and from all appearances they are quite satisfied with their lot.

The cascos on which they live are of a peculiar construction, and present the appearance of being hewn from some huge log or timber. This is accomplished by very nicely sizing up heavy planks and then bolting them together with strong staples and bolts. All framework is absolutely absent, and the craft, while of rather

Extramuros.

awkward appearance, is serviceable and well adapted to the use for which it is intended. The river man is in a class by himself, yet he clings to many of the habits, likes, and dislikes of his friends ashore. No floating home is complete without a plentiful number of children, and the casco is yet to be found which does not include at least one fighting cock among its inhabitants.

The numerous esteros, reaching as they do so many widely separated parts of the city, form important ways of transportation and are extensively used in carrying goods and heavy merchandise. It is in this occupation that the river people find a means of livelihood, and their heavy and slow craft, propelled by long bamboo poles in the hands of stalwart river men, form an interesting part of Manila's everyday life.

COCKPITS.—The fighting cock plays no small part in the joys and tribulations of the ordinary Filipino. He seems to be ever present, and too frequently, indeed, is responsible in a large way for the financial distress of many a native.

The cockpits form one of the most popular resorts for the Filipinos of the different classes on the days when *combates* are permitted, and at that time they are filled to overflowing with a perspiring, excited crowd, eagerly following the fortunes of the birds as they struggle for supremacy or meet death in the ring. The gamecocks are fought under different methods than prevail in other countries. They are armed with a miniature scimiter fastened to one of their spurs, and this is sharpened to the keenness of a razor. A fight usually ends with the

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death of at least one of the birds, and frequently both cocks are killed in the fray. Much time and care is spent in training and rearing these fighters, and the courage possessed by them is wonderful.

Gambling is the one great vice attendant at the cockpit, and without this feature it is quite likely that interest in the sport would lose its popularity. A number of these cockpits are to be found on the outskirts of Manila, the largest of which, Maypajo, is located near Caloocan.

AMONG THE CEMETERIES.—Owing to the flat, marshy character of the country surrounding Manila, the custom of placing the dead in graves dug in the earth has not been generally adopted as a means of final disposition of the city's dead. From these conditions arose the system of rearing thick walls of stone inclosing an area of greater or lesser extent, and in these walls niches were built in which the bodies were placed. It was this rather strange method of burial that occasioned the remark of a former governor-general, when he said it was a place where "we pigeonhole our dead for future reference."

As a specimen of this variety of cemetery, Paco offers most of interest and variety. The Paco burial place was built in 1800 by the city of Manila, under plans executed in Spain. The walls, which vary from seven to eight feet in thickness, are round in form and are of great beauty. Above the vaults is a terrace surmounted by a balustrade. The columns of the walls are Doric in design. The inclosure, about three acres in extent, is laid out in walks, which encircle the walls and divide the park into four parts. The chapel to be found within is of pretentious

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design and massive construction. Back of this will be found the vaults for children; these number 504; the total number of vaults will accommodate 1,782 bodies.

One of the peculiarities to be noticed by the visitor is the recent dates exhibited on the slabs of the different vaults. Although the cemetery is nearly one hundred years old, as a rule none of these inscriptions shows an age greater than five or ten years. This will readily be understood when one learns that a system of rental exists, and if the rent is not paid when due, evictment follows. Until a few years ago this practice was made very evident by the display of bones thrown about in an inclosure at the back of the cemetery, where they found a final resting place. This method, however, has been changed by the authorities, and now such remains are cared for in a way less repulsive to the visitor.

At La Loma will be found the largest burial place in Manila. Here on the low-lying hills the dead are laid away more in the manner of other countries. Under the shadow of the old church rest people of many nationalities. In the center of the higher lands will be found the Cementerio del Norte, a well-cared-for spot devoted to the Americans and foreigners. On the slopes toward the west the Chinese are allotted a section, and the rest serves as a general place for burial.

Those who are in the city on All Saints' Day, November 1, may witness a sight of interest and significance. On that day the number of people honoring the occasion reach into the many thousands, and form a line of procession extending for miles. The lighted candles,

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the music, and the holiday-dressed crowd present a picture impressive and lasting. Far into the night, after the vast crowd has disappeared, the candles flicker and burn over the graves of the La Loma dead.

The English cemetery is located at San Pedro Macati, and at Fort William McKinley America's soldier dead find a resting place among the flowers and sunshine of the Eastern Tropics.

MONUMENTS OF MANILA.—Scattered about Manila in the different plazas and gardens are to be found a number of monuments erected at different times to perpetuate the memory of those who by their deeds have made themselves of more than usual importance to the city and the Archipelago. Some of these possess unusual sculptural merit, and all are worthy of attention.

Probably the most artistic and well known is that of Legaspi and Urdaneta. This monument occupies a commanding position at the north end of the Luneta, and there, standing together on a marble pedestal, the intrepid warrior and dauntless priest keep their silent watch over the harbor of Manila. The figures are executed in bronze and are excellent specimens of the artist's skill. At the time of American occupation the figures had not yet been placed in position, and the work of completion was undertaken and finished early in 1901.

In the lower entrance of the Ayuntamiento stands a marble figure of the explorer, Sebastian del Caño. This piece of statuary has many visitors to admire its beauty. Del Caño was the companion of Magellan at the time of his death, and on the fall of his chief took command of the expedition. Del Caño was the first man who ever

Extramuros.

circumnavigated the globe, having taken his little ship, the *Victoria,* around the world, landing back in Lisbon, by way of the Cape of Good Hope, just three years after the expedition of Magellan had set sail.

Fernando Magellan, the explorer and discoverer of the Philippine Islands, is kept green in memory by a monument in the form of a tall shaft of marble surmounted by a metal globe, on the south bank of the Pasig River between the Bridge of Spain and the Treasury building.

In the Botanical Gardens will be seen a noble monument to Sebastian Vidal, who donated to the city the piece of land now devoted to the public gardens. Vidal was an extensive writer on scientific subjects, and through his efforts specimens of every class of wood native to the Philippines were assembled.

The Anda Monument, raised in honor of Simeon Anda, governor of the Philippines during the Anglo-Spanish war of 1762–1764, stands at the end of the Malecon Drive on the Pasig River, just below the walls of old Fort Santiago.

Miguel de Benavides, the founder of the important University of Santo Tomas in 1619, is honored by a monument erected in his memory in the plaza on which the College of Santo Tomas fronts.

In Plaza McKinley, and fronting the Cathedral, stands a statue of King Charles IV of Spain which was erected in 1824. The pedestal supporting the statue bears the following inscription: "From the inhabitants of Manila to Don Carlos IV of Bourbon, in gratitude for the beneficial gift of vaccination." The Filipinos erected

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this statue in 1824 and the Ayuntamiento constructed the foundation in the year 1886.

The Carriedo fountain, standing in the rotonda of Sampaloc, is of unpretentious design; and the great public benefactor of the city of Manila will have his greatest monument in the magnificent system of water-works now nearly completed. It was through a money gift made by Carriedo in 1743 that the public system of water distribution was installed. One of the conditions of the gift was that no charge for water was to be made to poor people.

In 1896 a statue was erected in honor of Queen Isabela, and this occupies a site in Plaza de Malate, opposite the Malate Church.

NATIVE BUSINESS LIFE.—It is in the tienda, or small shop, that the great business of the vast native population is transacted. These places as a rule are so small in size that but few customers can find room at the same time, but they seldom seem crowded. The work of conducting one of these trading places seems to appeal strongly to the native's idea of ease and prosperity. Haste in the transaction of business is not considered good form by him.

Such places will be found in nearly all parts of the city, but it is on the streets given over almost entirely to the natives themselves that they chiefly abound. The little tiendas, in which rice, salt, tobacco, sugar, and such like necessities are to be purchased, furnish little of interest except in their incongruity; but there are other tiendas of more pretentious character in which the native cloths of the Islands may be purchased, and these offer

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tempting displays to the visitor or would-be buyer. On Calle San Fernando will be found a row of these places, each occupying its little stall in one great building, where many elaborate displays of piña, jusi, and sinamay will be found. These toy stores are always presided over by women and girls varying in age from six to sixty, and all have the oriental fondness for bargaining. Surprising assortments of beautifully woven fabrics will be produced for inspection, and tales of the amount of business done by some of these dealers would scarcely be credited. No rush or hurry is to be noticed among the merchants, and if sales are not made to-day, why, there are plenty more days to come. In this line of commerce the Chinamen are noticeable only by their absence, and the Filipino holds it as a sort of natural birthright.

Calle Rosario, which leads from the west end of the Escolta to the Binondo Church, is occupied almost exclusively by Chinese merchants and is one of the busiest streets of Manila. The shops viewed from the exterior appear, as a rule, to contain but small stocks of goods, but on examination it will be found that they are well supplied and carry on a vast amount of business. It is the principal retail section of the city for dry goods, hardware, and novelties, and its patronage is principally derived from the native and Chinese streets, and these are devoted mostly to Chinese restaurants and dwelling places. They present the typical Chinese appearance and supply all the attendant odors and cramped conditions met with in the ordinary city of China.

CHURCHES WITHOUT THE WALLS.—Outside of Intramuros are located a number of churches. Among these

SAN AGUSTIN CHURCH. BUILT 1599.
THE ROMAN CATHOLIC CATHEDRAL

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THE TWO REAL GATES, WALLED CITY

THE MALECON DRIVE

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are found the Protestant houses of worship built since the advent of the Americans. Of these the most imposing is the Episcopal Cathedral of St. Mary and St. John, situated on Calle Isaac Peral, Ermita, and usually alluded to as "the Cathedral." This is a handsome building of stone and concrete. It was completed about two years ago at a cost of $150,000.

The Methodist Episcopal Church occupies a site at the corner of Calles Nozaleda and San Luis, Ermita. A chapel is located on Calle Cervantes, Santa Cruz, where regular services in the native tongue are held.

The Presbyterian Church is a recently completed building of concrete and stone, and will be found on Padre Faura and Dakota Streets, Ermita. This church with its roof garden represents the more modern style of church architecture, and presents a handsome appearance beside the older specimens of religious design.

Native churches are also established by the Presbyterian Society, one being located in Malate and the other at the corner of Calles Azcarraga and Pescadores, Tondo.

The Y. M. C. A. has obtained a position of importance and strength in the Philippine Islands, and a building soon to be constructed by the society will cost when completed over $100,000. The Y. M. C. A. has until very recently occupied quarters with reading room and other conveniences in the Walled City, but these have been given up pending the construction of the new building, and the offices are now in the International Bank building on Plaza Moraga.

Among the Catholic churches to be found without the

Extramuros.

walls the following are to be mentioned as especially worthy of notice: The old and historic church of Tondo, the Santa Cruz Church at the end of the Escolta, the Malate Church on Calle Real, Malate, the new steel church at San Sebastian, and the Binondo Church. With the exception of the steel church, all of these buildings are of ancient design and workmanship, and show the effects caused by the ravages of time and storm.

The San Sebastian, or, as it is commonly known, "the steel church," is probably the most conspicuous building in Manila. Its towers, of which there are two, are the highest in the city and are to be seen from all parts of the town. It is built of steel plates made and fitted in Europe and was especially designed to resist earthquakes and fire.

The Binondo Church has been prominent especially in the religious labors among the Chinese, and crowded about its doorways are to be found, at all hours of the day, scores of native flower venders, who find a ready market for their wreaths and bouquets of different designs.

The Tondo Church has been connected with many of the most historic and vital events pertaining to the history of the church in the Philippines, and its old walls and scarred tower have witnessed many stirring times.

Santa Cruz Church occupies an important corner in the heart of the business center and marks the eastern end of the Escolta. Its huge dome and picturesque surroundings give it prominence among the landmarks of the city, and its old organ is one of the most interesting specimens of the kind to be found in the Islands.

Side Trips.

There are a number of short trips which may be made about Manila. These will consume but a few hours' time and will be of interest and a source of pleasure to the visitor. The street-car lines reach several of these places, and excursions may be made at a trifling expense.

SANTA ANA.—Cars for this district may be boarded on the Escolta. The run takes one through an interesting part of the city. Paco Cemetery is passed, and after leaving the borders of town the line runs through paddy fields and rural scenes until Santa Ana is reached. A number of charming residences will be seen on the banks of the Pasig River. In the district of Santa Ana is located a splendid old church. The return should be made by way of Calle Nozaleda and the Bagumbayan Drive, and this brings one past the Botanical Gardens, the Post-Office, and several public buildings.

SAN JUAN.—In reaching San Juan, the cars take the traveler past the Santa Cruz Church, the steel church, the Rotonda, and through Santa Mesa. To the left will be seen Santa Mesa Heights, which during the last two years has become a favorite residence spot for many of the American and foreign residents. San Juan Bridge is at the end of the car line and was the scene of the opening of the Philippine insurrection. The return should be made by way of San Miguel, transferring at the Rotonda. Proceeding along the beautiful residence street of Gral. Solano the cars pass the Malacañan Palace, the residence of the Governor-General.

MALABON.—In the excursion to Malabon one passes through the district of Tondo, which is the most strikingly characteristic native part of Manila.

Side Trips.

Caloocan is the first barrio outside of town, where may be found Maypajo, the largest cockpit in the Islands. Continuing for a distance of between two and three miles Malabon is reached, and here will be seen a number of interesting old buildings. The church came in for some of the hardships of the insurrection, and shell effects are to be seen on its old walls. In Malabon is located the only sugar refinery in the Islands. Across the river from Malabon are the old Navotas Church and marine railway. The time needed to make this trip and return will be about four hours.

PASAY.—The trip to Pasay takes one through Intramuros, past the Luneta, and through the districts of Ermita and Malate. Outward-bound cars pass by the Legaspi Monument; the old crescent fortification to the left of the line and from which the Luneta derives its name; Camp Wallace, where a number of new Government buildings are to be erected; the Episcopal Cathedral; the Observatory; the Presbyterian Church; old Fort San Antonio de Abad, where the land-transportation corral is now located; and, farther on, to the Pasay race track. The return is made by way of Calle Real, Ermita and Malate, and here will be seen some of the finest old Spanish homes in the city. On the way out it will be of great interest to inspect the Observatory, which may be done on Tuesdays and Saturdays from 8 to 11 a. m. This will be found at No. 86 Calle Padre Faura. It is splendidly equipped with the finest scientific instruments of the present day.

LA LOMA.—To reach La Loma the Cervantes car is

Side Trips.

boarded on the Escolta. The journey takes one past the Santa Cruz Church, the Grand Opera House, the Hospital of San Lazaro, which several centuries ago was opened as an asylum for lepers, and on to the church and cemetery of La Loma. Around this age-worn building and burial place was carried on a great deal of the fighting about Manila, and in 1899 the blockhouse, off to the left of the church, was the scene of an exciting engagement. The American troops drove the insurrectos back from their fort and over the outlying ridges.

On the return the cars pass within one block of Bilibid Prison, the Insular penitentiary, which shelters as large a number of prisoners as nearly any prison in the world. This building is on Calle Calzada de Bilibid to the left of Calle Cervantes.

FORT WILLIAM MCKINLEY.—This fort, said to be the largest post of the United States Army, is located on the banks of the Pasig River seven miles distant from Manila. It may be reached by the street-car line, by the Antipolo branch of the Manila and Dagupan Railroad, by carriage, or by way of the Pasig River steamers. The site of the fort is one of the most commanding near the city and gives an extended and beautiful view of the harbor, Laguna de Bay, and the surrounding country. Extensive improvements have been made by the Government, and from the old waste land of a few years ago has arisen one of the model and one of the most healthful army posts to be found anywhere. Its nearness to the city and excellent facilities for transportation both by water and rail render its site all that could be desired.

Side Trips.

CAVITE.—Across the bay, ten miles from the capital, lies the old naval town of Cavite. It is a picturesque city of small size. It has played its part in the history of the East, and now, with the exception of the busy scenes to be found about the navy-yard, seems to have dropped back again into the fifteenth century. Its church and walls are moss-grown and crumbling, and the clang of modern machinery and din of its naval shops vie with medieval streets and structures in awakening the interest of the traveler. In the bay fronting Cavite stretch the waters over which thundered the guns of Admiral Dewey on May 1, 1898, when ships were sunk and power destroyed.

The strong old fortifications guarding the town now shelter the naval yards. The sunken Spanish vessels of war which two years ago showed their torn upper works above the blue waters have been destroyed or removed from the paths of peaceful navigation.

A trip to Cavite will well repay the visitor. It can be made by way of the regular or naval ferry, which make frequent trips during the day. A day can be interestingly spent, or, if one is hurried, a half day will be sufficient for making the round trip and give two hours to view the place.

LAGUNA DE BAY.—The picturesque trip to Lake Laguna and its attendant spots is one to be remembered. Launches leave Manila each morning, and several days may be put in to advantage at the many points of interest to be found about the lake shores and short distances inland. From Manila the launch finds its way up the

Side Trips.

beautiful Pasig, passing Pandacan, Santa Ana, San Pedro Macati, the ruins of Guadalupe, Fort McKinley, and Pasig. The springs at Los Baños should be visited. Excellent accommodations will be found at this place. At Pagsanjan, the head of lake navigation, the beautiful gorge of the same name is a feature which should not be missed. The trip through its rushing waters by small banca will supply excitement enough to repay any hardships encountered. Calamba, the birthplace of Rizal, a town of some eleven thousand inhabitants, is situated four miles across the lake from Los Baños, and from this point native carriages may be secured to make the journey inland, through a beautiful country and along roads lined with orange groves, to the Taal Volcano, an island in Lake Taal. The crater rises to an elevation of over a thousand feet above the waters of the lake and is about a mile in diameter. Aside from a matter of sentiment or history, a trip to Taal is more satisfying to the tourist than a trip to Vesuvius.

The ascent of the crater is well worth making, and the view from the summit is grand. More or less volcanic activity is always evident; but it is now more than thirty years since Taal's last destructive eruption. At that time it overflowed its bounds and great loss of life and property followed.

The distance from Calamba to Lake Taal is fifteen miles, and two days should be allowed for the journey and ascent. On return to Calamba the launch is again boarded and the homeward trip entered upon.

MONTALBAN.—The Antipolo extension of the Manila

Side Trips.

Railway Company offers a short trip of some twenty miles which will give one a very good idea of the agricultural country immediately surrounding Manila. It presents some charming bits of scenery. This line reaches the little town of Montalban, near which spot the great General Lawton was killed, and a three-mile drive from there brings the traveler to the new reservoir from which the city will receive its water supply. The road follows the banks of the beautiful Mariquina River and presents some picturesque vistas of gorge and mountain scenery.

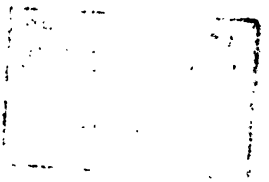
At the historic place of Antipolo is the church in which the famous image of the Virgin of Antipolo is kept, and the yearly festival held in honor of the Virgin attracts visitors from all parts of the Islands.

The railway passes through the Mariquina Valley, and along its line much of the fighting of the insurrection was done. Several trains leave daily, and one day may be very pleasantly devoted to making the round trip.

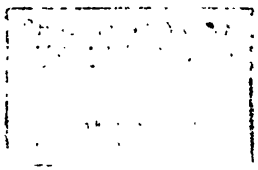
BAGUIO.—Situated at a distance of one hundred and seventy miles from Manila, nestling among the pine-clad mountains of Benguet and at an altitude of about five thousand feet, lies Baguio, the summer capital of the Philippine Islands. What Simla is to India, Baguio is to the Philippines. Here within a few miles of the city one may enjoy the benefits of a complete change in temperature and climate, and revel amid some of the grandest scenery imaginable. At nighttime the mountain air is cool enough to make the cheerful log fires of the hotel and home comfortable and sought for. The climate is

PARIAN GATE FROM BRIDGE OF SPAIN

THE INSULAR COLD STORAGE AND ICE PLANT



BUREAU OF PRINTING
THE POSTIGO GATE



Side Trips.

semitropical, and many varieties of trees and shrubs met with in the temperate zone are abundant. Its great advantage as a health resort was early recognized by the civil authorities, and a sanitarium has been established by the Insular Government. A similar institution is also being constructed by the United States Army. Good hunting abounds in the mountains, and improvements are being continually made in the way of providing facilities for athletic and outdoor sports. Baguio already has two good hotels. Some of the fine buildings recently erected are the residences of the Governor-General and Commissioner Forbes. Here also is located Camp John Hay, a post of the United States Army, and only a few miles distant, at Trinidad, is the Government agricultural experiment station for this district.

The trip to Baguio is made by railway as far as Camp No. 1 beyond Dagupan, and from thence the journey is continued over the famous mountain road of Benguet. This leads the traveler over one of the most picturesque roads to be met with anywhere; it makes its tortuous way through a wild, mountainous district, through gorges and chasms and by rushing torrents and streams, into the very heart of the great hills and mountains of northern Luzon. The tribe native to Benguet is the Igorot, the most prominent among the non-Christian tribes of the Islands. The trip in itself is more than worth the taking, and, if one has the time to spend several days in explorations and side trips, he will come away with a feeling of regret, and bring with him memories which will never be forgotten. Good accommodations will be met with,

Side Trips.

and no hardships are to be experienced in going to Baguio.

THE SOUTHERN ISLANDS.—Very fortunate indeed is the tourist who can devote several weeks to making a leisurely voyage through the southern islands of the Archipelago. It is in the truest sense an inland-sea trip, and the hundreds of islands both great and small form a constantly changing panorama of endless, moving scenery upon which one never tires of gazing. The greater part of the year smooth seas and delightful weather will be encountered, and to the "sensitive" sailor this item is not lightly to be passed by.

The trip can be made by several steamers sailing on regular schedules, by vessels of the Coast Guard service, and, at times, by chartered Army transports. The round trip may be by one vessel, but if time permits the voyage may be extended and made more complete by transferring to other steamers, which will break the scheduled route and permit the traveler to visit other places which otherwise would be missed. The most important cities of the southern islands are Cebu, Iloilo, and Zamboanga, but a number of stops are made at various smaller ports, all of which will provide something new to interest the visitor.

What will probably be of the greatest interest to the tourist will be found in the Moro country. From time unknown these followers of the Star and Crescent have ruled and controlled a number of islands of the Sulu Group. Mindanao has always been a stronghold of the Moros and until the advent of the American the rule of

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the datto in this great island was supreme among his followers.

One of the most inspiring sights to be seen on this trip through the southern islands is the great Mayon Volcano in Albay Province, southern Luzon. Mayon is pronounced by geologists one of the most perfect volcanic cones in the world.

CONCLUSION.—In the foregoing brief sketch of Manila but scant space has been available for more than the merest touching on, or mentioning of, a few of the many, many interesting, instructive, and delightful points and places to be met with in and about the capital and metropolis of the Philippine Islands. To the student, the traveler, the man of business, and to the idler to whom the world's capitals and cities are as an open book, and whose streets are plainly printed lines, Manila and the Philippines present a new volume whose pictures will be found enchanting, whose legends, history, and lore will be found delightful, and all printed upon pages of the greatest opportunity.

As has been said, Manila is a city of contrasts. The sixteenth century and the twentieth are to be found side by side. New methods are rapidly superseding the old, and the rapidity of the change but accentuates the contrasting conditions.

GENERAL INFORMATION

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2. The Philippine Islands. D. C. Worcester.
3. The Philippine Islands. Fred W. Atkinson.
4. The Gems of the East. A. H. Savage Landor.
5. Interesting Manila. Rev. G. A. Miller.
6. Ruins and Romance of Guadalupe. Rev. G. A. Miller.
7. Philippine Folk-Lore Stories. John M. Miller.
8. Stories of Long Ago in the Philippines. D. O. McGovney.
9. In Lotus Land (Poems). M. M. Norton.
10. A Kingdom of the Sea (Poems). M. M. Norton.
11. The Handbook of the Philippines. Hamilton M. Wright.

Climate and Health.

The climate of Manila is greatly misunderstood in America and other countries. The climate is tropical, but the torrid heat is much modified by the proximity of the sea and the presence of large mountains which practically surround it on all sides. The temperature rarely reaches 100 degrees Fahrenheit in the shade, and it sometimes falls as low as 60 degrees. The mean temperature of the year is about 80 degrees. The following table from the Manila Observatory and the United States Government reports shows the mean temperature of Manila and that of four leading cities of the United States for each month of the year:

Mean Monthly Temperature, 1880-1906.

Month.	Manila.	San Francisco.	St. Louis.	Chicago.	New York.
		COOL SEASON.			
	°F.	°F.	°F.	°F.	°F.
November	79	56	44	39	44
December	77.4	51	36	29	34
January	77.2	50	32	24	30
February	77.9	52	34	26	31
		HOT OR DRY SEASON.			
	°F.	°F.	°F.	°F.	°F.
March	80.4	54	44	34	38
April	83.1	55	57	46	48
May	83.8	57	66	57	60
		THE RAINY SEASON.			
	°F.	°F.	°F.	°F.	°F.
June	82.4	65	76	66	69
July	81	65	80	72	73
August	81	65	78	71	73
September	68	68	70	64	66
October	80.4	66	59	53	56

The heat we feel here is due to the excessive humidity of the atmosphere. The nights are, however, almost always cool, and one can sleep comfortably and thus regain the strength lost during the more or less enervating heat of the day. During the months from November

Mean Monthly Temperature, 1880-1906.

to April the climate is as fine as that of southern California.

Typhoons and earthquakes sometimes visit the Archipelago, but as a general rule they do little damage. Typhoons, although the name may conjure up all sorts of dreaded horrors, are not in any sense to be compared with the cyclones that often sweep over parts of the United States. If we might figure out a relative comparison between these two destructive agents, those who have experienced both would say that it takes about twelve typhoons to make one good cyclone.

As to the health conditions in Manila, we are proud to say that the city is in much better sanitary condition than many cities of its size in the United States. Due to the untiring work of Dr. Victor G. Heiser, Director of the Bureau of Health, and his excellent corps of assistants, Manila has become a model sanitary city. When the new sewerage system, costing over $2,000,000, is installed, Manila will be one of the healthiest cities in the world.

Customs and Baggage Regulations.

The ports of entry in the Philippine Islands at which foreign vessels may enter are Manila, Island of Luzon; Iloilo, Island of Panay; Cebu, Island of Cebu; Zamboanga, Island of Mindanao; and Jolo, in the Sulu Archipelago.

Travelers arriving in the Philippine Islands are entitled to bring with them wearing apparel, toilet objects and articles for personal use, bed and table linen, books, portable tools and instruments, theatrical costumes,

Customs and Baggage Regulations.

jewels, table service, and like articles, which bear evident signs of having been used and which are in quantities proportionate to the profession and position of the person bringing the same.

Travelers who have in their possession any articles which are found to be dutiable by the customs authorities may leave such articles in bond at the custom-house without paying any duty thereon, and upon leaving the Philippine Islands such dutiable articles are delivered to the persons owning the same on board the vessel on which they leave the Islands.

Upon the arrival of a foreign vessel at any one of the entry ports in the Philippine Islands, passengers are furnished by the customs authorities a passenger's baggage entry and declaration. On this declaration the passenger is required to fill in the number of pieces of baggage which he is bringing and also to specify any dutiable articles which may be contained therein. Hand baggage is examined on board the boat and passengers are permitted to take the same directly on shore with them. The remaining pieces of baggage, such as heavy trunks, bags, or cases, are checked and taken ashore by the baggage contractor, and the examination of heavy baggage is made by the customs authorities at the custom-house.

The customs authorities have endeavored to make the landing of passengers at ports of entry as easy as possible, and very little delay is experienced in leaving the vessel, on account of the ready facilities which are provided by the contractor both for the carrying of passengers and baggage from ship to shore.

TYPES OF FILIPINO WOMEN

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SAN JUAN BRIDGE, WHERE THE INSURRECTION BEGAN

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A COUNTRY ROAD
PACO CEMETERY

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Customs and Baggage Regulations.

Passengers leaving the Philippine Islands are subject to no customs' inspection whatever. Personal baggage is transferred from the shore to the ship by the agents of the vessel on which passengers are leaving and no customs permits are needed or required for the loading of the baggage on board the vessel.

Table of Money Values.

An American dollar is equal to two Philippine pesos. The following are the values in United States gold coin of the leading foreign coins in use in the principal commercial countries in the Orient:

Country.	Unit.	Equivalent in United States currency.
Philippine Islands	Peso	$0.50
Chinese Empire	Haikwan tael	.85
Japan	Yen	.498
India	Rupee	.324
Russia	Rouble	.515
Siam	Tical	.27
Mexico	Dollar	.554
Straits Settlements	Dollar	.568
Hongkong	Dollar	.55
Spain	Peseta	.193
France	Franc	.193
Germany	Mark	.238
Netherlands	Florin	.402

Railway Communication.

The Philippine Archipelago, until the last year or two, had but one railroad in the whole length and breadth of its islands. This was a line from Manila to Dagupan, on the Lingayen Gulf, about one hundred miles in length. Recently extensions have been made, and branch lines opened through rich agricultural districts. New lines are under construction both in Luzon and the southern islands, and when completed they will add much to the prosperity of the country.

The need of better transportation facilities for handling the large crops of hemp, copra, rice, sugar, and other products was early recognized by the present civil government and efforts were made by the Washington authorities to enlist the aid of capital in the United States in the construction of the new lines. Success was met with and four new roads—in all, over one thousand miles in length—are now being constructed. They promise to be big dividend payers within a few years.

Steamship Information.

Many of the large trans-Pacific liners make Manila a port of call. The Pacific Mail, the Toyo Kisen Kaisha, and the Boston Steamship Company all operate first-class steamers calling regularly at the Philippine metropolis. From San Francisco, Tacoma, and Seattle there are regular lines of large steamers calling at Hongkong, and connecting with the regular liners leaving that port for Manila every Tuesday, Friday, and Saturday, returning from Manila on the same days.

The Canadian Pacific Railway Company operates one of the finest lines from Vancouver to Hongkong, and it

Steamship Information.

is within the bounds of probability that before many years all of its vessels will find it necessary to make Manila a regular port of call.

All the steamers from the Pacific coast call at Kobe, Yokohama, Nagasaki, and Shanghai, and their Hongkong agents have definite arrangements with the steamers plying between Hongkong and Manila to provide the best accommodations possible for the trans-Pacific passengers to the Philippines.

The companies running steamers between Hongkong and Manila are the China Navigation Company, Limited (agents in Hongkong, Messrs. Butterfield & Swire), operating the *Taming* and *Tean* and the four Australian liners *Changsha, Chingtu, Tsinan,* and *Taiyuan.* The China-Manila Steam Navigation Company, Limited (Hongkong agents, Messrs. Shewan, Tomes & Co.), operating the *Rubi* and *Zafiro,* and the Indo-China Steam Navigation Company, Limited (Hongkong agents, Messrs. Jardine, Matheson & Co., Limited), operating the *Loongsang* and *Yuensang.*

The steamers of these companies are practically new and have been on the run only three or four years. There are no difficulties whatever in getting to or from Manila, and the tourist need only concern himself about what to do when in Manila, and where to go and what to see in the Islands.

The Government of the United States in the Philippine Islands, recognizing the necessity of catering to the tourist, has lately subsidized three of the leading steamship companies engaged in the interisland trade, and has insisted upon their maintaining a high standard

Steamship Information.

of efficiency. The companies operating under Government subsidy are the Compañía General de Tabacos de Filipinas, Messrs. Inchausti & Co., and the Compañía Marítima. These three companies practically divide the trade routes of the Philippines between them and keep a regular schedule. The steamers, being under Government inspection, are all clean and up to date, and every attention is given to tourists. Trips of from five to twenty-four days' duration may be made most comfortably among the beautiful islands of the Archipelago. All steamers are fitted with electric lights and distillers, have modern cuisine, and carry passengers to many points of interest.

For those going to Singapore or wishing to visit Java, the following routes of travel from Manila, Cebu, and Zamboanga are available:

(1) From Manila direct to Singapore via Spanish Mail, monthly sailings.

(2) From Cebu via Zamboanga, Sandakan, and Labuan to Singapore, North German Lloyd, regular four-weekly sailings.

(3) From Zamboanga to Jolo, Sandakan, Labuan, and Singapore, North German Lloyd, sailings every two weeks.

(4) From Zamboanga to Menado, Sanguir Islands and return, North German Lloyd, sailings once a month. First-class tourists' tickets from Zamboanga to Menado and return by the same boat with eight days' stay in Menado.

(5) From Menado to Ternate, Celebes, Moluccas, and Java to Singapore. Regular three-weekly sailings.

Police and Fire Protection.

Manila has as fine police and fire departments as any city of its size in the United States.

The fire department, as it exists to-day, was organized by the veteran chief of the New York fire department, Hugh Bonner, and the manner in which large conflagrations have been extinguished has been a surprise to other cities of the Orient, some of which are now trying to emulate the Philippine metropolis in this respect.

The percentage of crime is indeed small in Manila as compared with other cities of its size in the United States and foreign countries. The offenses against the law are as a rule of a petty nature.

The electric-light system newly installed by American capital which makes bright the many narrow and tortuous streets of the old city is the finest in the Far East.

Schools.

The city schools are perfectly organized and thoroughly graded. It is estimated that in all of the schools of the city there are 25,000 pupils enrolled. There are twenty primary, four intermediate, and two secondary schools, with an enrollment of 8,721. Included in this number is the American school, a regularly graded primary, intermediate, and high school, with an enrollment of 236; the School of Business, with 216 pupils, and the Manila High School, with an enrollment of 451 pupils.

Every pupil receives industrial instruction for an average of three hours a day. The making of hats and embroidery is being emphasized. In several districts the

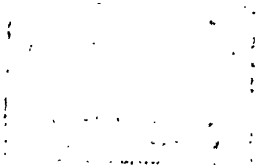
Schools.

sale of articles made by the children has put this kind of instruction on a self-supporting basis.

Beside the above are the Insular Philippine Normal School on Calle Padre Faura, the Philippine School of Arts and Trades on Calle Arroceros, and the Philippine Medical School on the Malecon.

In addition to the foregoing public schools there are a large number of Catholic and private schools worthy of special mention. Among these should be mentioned, first, the University of Santo Tomas on Plaza Santo Tomas, the Jesuit College at the Observatory on Calle Padre Faura, the Ateneo de Manila on Calle Arzobispo, and the Liceo de Manila on Calle Dulumbayan.

ROAD TO THE SULTAN'S HOME, MOROLAND



THE TOWN OF PAGSANJAN, LAGUNA DE BAY

UPPER FALLS, PAGSANJAN, LAGUNA DE BAY

THE BUNGALOW, TWIN PEAKS
AMONG THE PINES, BENGUET

DIRECTORY OF PRINCIPAL PLACES

Leading Hotels.

Metropole Hotel, Plaza Goiti, at Santa Cruz Bridge. Recently erected in a central location overlooking the Pasig River.

Hotel de Francia, corner of the Escolta and San Jacinto, in the heart of the business district. Headquarters of the Carnival Association.

Bay View Hotel, 11–29 San Jose, Ermita. This hotel is pleasantly situated on the bay shore.

The Hotel Continental, 35 Plaza Goiti.

The Hotel Delmonico, 273 Palacio, Intramuros.

New Oriente Hotel, 121 Real, Intramuros.

Army and Navy Hotel, 545 Real, Malate.

Besides these there are other hotels and private boarding houses scattered about the city where the visitor can obtain accommodations.

Banks.

Banking hours, 10 to 3; Saturdays, 10 to 12.

Hongkong and Shanghai Banking Corporation, Plaza Cervantes.

International Banking Corporation, 15–23 Plaza Moraga. Depository of the Civil Government of the Philippine Islands.

Banco Español-Filipino, 10 Plaza Cervantes.

Chartered Bank of India, Australia and China, 34 Plaza Cervantes.

Steamship Offices.

All the steamship offices are in the neighborhood of Plaza Moraga at the end of the Escolta.

Cable Offices.

Both cable offices are at No. 21 Calle Carenero, close to the Hongkong and Shanghai Banking Corporation.

Post and Telegraph Offices.

The Manila Post-Office is on Plaza Lawton at the foot of the Santa Cruz Bridge. The telegraph office is under the direction of the Bureau of Posts and is located in the Post-Office building.

Clubs.

Army and Navy Club, 238 Calle Palacio, Intramuros.

Caledonian Club, 420 Rotonda, Sampaloc.

Columbia Club, Isaac Peral, Ermita.

Casino Español de Manila, 12 Pasaje de Perez, Binondo.

Elks Club, corner San Luis and San Jose, Ermita.

French Club, 67 Calle Alcala, Santa Cruz.

Tiffin Rooms, 31 Plaza Moraga, Binondo.

University Club, 60 Real, Ermita, corner San Luis.

Athletic Clubs.

Manila Athletic Association, Pavilion, Wallace Field, Ermita.

Manila Auto Club, 130 Escolta, Binondo.

Manila Boat Club, 131 Calle Marina, Ermita.

Manila Golf Club, office at 851 Calle Iris, links at Caloocan.

Athletic Clubs.

Manila Lawn Tennis Club, grounds at San Marcelino, Paco.

Sociedad de Tiradores (Fencing Society), 284 Bilibid Viejo, Quiapo.

Boards of Trade.

Manila Merchants' Association, 76 Escolta.

Camara de Comercio, Pasaje de Perez.

Camara de Comercio Filipina, 39 Plaza Cervantes.

Chinese Chamber of Commerce, 8 Salazar, Binondo.

Manila Chamber of Commerce, 4 Olivares, Binondo.

Consular Representatives.

Dean of Consular Corps, W. J. Kenny.

Great Britain: W. J. Kenny, consul-general; H. Horne, vice-consul, 100 Anloague; J. N. Sidebottom, pro-consul, 16 Carenero, Binondo.

China: Su Yu Tchsu, consul-general, 48 Plaza Calderon de la Barca, Binondo.

Germany: Dr. F. Grunenwald, consul, 346 Calle Real, Malate.

Japan: S. Akatsuka, consul; K. Ito, vice-consul; 776 Calle Iris.

Spain: A. Baldasano y Topete, consul-general; A. F. Arias, vice-consul, 162 Calle Alix, Sampaloc.

Belgium: Charles le Vionnois, consul, 167 San Marcelino.

France: Francois Labrouche, consul; Count Leo de Sieyes de Veynes, vice-consul, 51 Calle Soledad, Binondo.

Russia: Count Leo de Sieyes de Veynes, vice-consul, 51 Calle Soledad, Binondo.

Consular Representatives.

Argentine: A. Manigot, consul, 12 Plaza Santa Ana, Sampaloc.

Austria-Hungary: P. Kraft, consul, 246 Real, Malate.

Brazil: M. Henry, consul, 97 Calle Marina, Ermita.

Chile: Antonio Malvehy, consul, 64 San Marcelino.

Denmark: F. S. Jones, consul, 16 Carenero, Binondo.

Italy: F. Reyes, consul, 49 Calle Noria.

Liberia: R. Summers, consul, 68 Calle Herran, Malate.

Mexico: F. Correa, acting consul, Compañía General de Tabacos de Filipinas, 15 Marques de Comillas, Paco.

Netherlands: A. C. Crebas, acting consul, 227 Muelle de la Reina.

Norway: W. G. Stevenson, consul, 323 Muelle del Rey.

Nicaragua: Trindad E. Lacayo, consul, 7 Magallanes, Intramuros.

Portugal: Miguel Ossorio, consul, 20 Carenero, Binondo.

Sweden: W. G. Stevenson, consul, 323 Muelle del Rey.

Switzerland: E. Sprungli, consul, 28 Calle David, Binondo; J. Preisig, vice-consul, 95 Calle Noria, Quiapo.

Theaters.

Manila Grand Opera House, 313 Calle Cervantes, Santa Cruz.

Zorilla Theater, San Pedro and Bilibid, Santa Cruz.

Libertad Theater, 583 Calzada de Bilibid.

Rizal Theater, 155 Calle Azcarraga, Tondo.

Orpheum Theater, 15 Calle Echague. Nightly vaudeville performances.

Museums.

Museo de la Universidad Santo Tomas, 139 Calle Santo Tomas, Intramuros. Open to the public on Sundays from 9 to 11 a. m.

Museo del Ateneo, 157 Arzobispo, Intramuros. Open Sundays from 9 to 11.30 a. m.

Library.

American Circulating Library, corner Calles Recoletos and Cabildo, Intramuros. Open week days 8 to 12 a. m., 3 to 5.30 p. m., and evenings.

Further information regarding the Philippines or her industries will be cheerfully furnished by addressing, THE PUBLICITY COMMITTEE, MANILA MERCHANTS' ASSOCIATION, MANILA, P. I.

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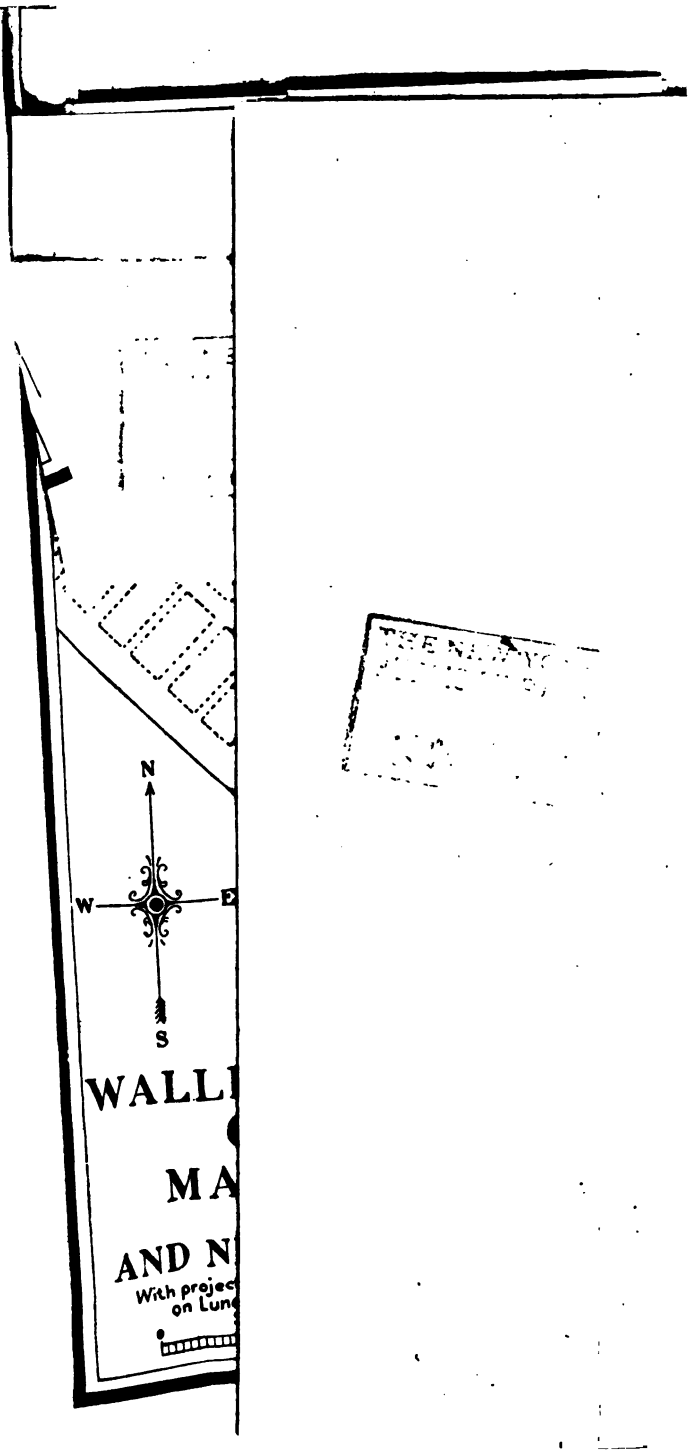
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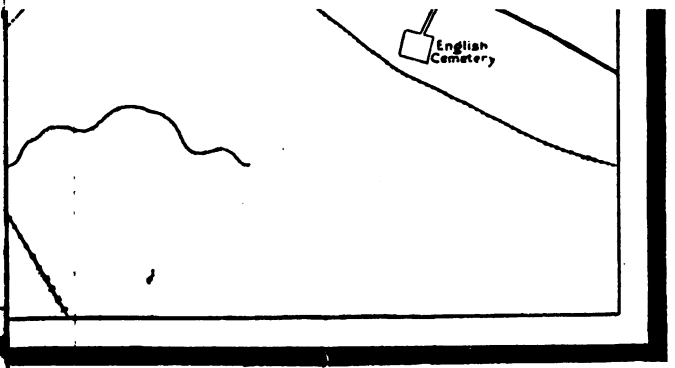

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